

## HOW THEIR IMPORTANT WORK IS DONE.

**HOW ORDERS ARE SENT.**

How are these orders sent and delivered? Each office is provided with a number of "manifests" or "orders," printed in a particular style and size. Each has its office call—a combination of telegraphic signals. The dispatcher has his train-sheet in front of him, with names of all offices printed in columns, and the numbers, &c., and is constantly putting down these reports of the passage of trains at these several offices, which are given him promptly. He has them at his mind, and as he gets these reports he knows how late each train is; whether it is gaining or losing time, &c., and he figures out an advantageous meeting point. "B" the eastern terminus—B, C, D, and E the intermediate offices. No. 1 and No. 2 should meet at "B," but No. 2, the racing engine, is late. The dispatcher figures that "D" will be the most advantageous meeting point. He calls offices C, D, and E, and places an order for No. 1 and No. 2 to meet at "D," addressing the order to "D," and to "A," the dispatcher, and the operator at "D."

**SPECIAL TRAINS.** A "special scheduled train" is a train run on a special order, giving it the right of track over designated trains—sometimes, but not always, over all other trains receiving this order have to wait and the special schedule figures in the same manner they avoid the schedule of regular time-table trains of superior right.

Hand-to-hand transfer is the vernacular, of course. When a dispatcher comes on duty he must read and understand the "log," which is the situation of trains as explained by the dispatcher he is about to relieve. He must also read the numerous and in bad shape—out of time and out of season before, at a "roast." If everything is apparently smooth, it is "piz." The inferior operator of the beginner who is called "piz" is a "twister." The swift sending operator is a "rusher." The freight crew sometimes denigrate the passenger trains "glass windows." The speedy engineer is a "flyer"—the slower men are "pimen" are "twisters." Although this age of air brakes on freight trains has minimized the necessity of "twisting" brakes. Passenger conductors are sometimes called "pasteboard conductors" or "twisted conductors" or "bill handlers." Operators are not infrequently classed as "lightning-slingers," and the conductor who may have to wait a long while for the opposing train to pass is called a "displacer" or "train-delayer." Collisions are "head-on" or "force," "break-loose," telescope or

The Hill-Winds.  
The hill-winds coming, the hill-winds go-  
ing.  
They have no care for my heavy fret;  
I lay my face in the long grass growing  
And dream of Morlin, and half forget  
That never a wind in the world is blow-  
ing  
Her thoughts to my heart that loves  
The hill-winds coming, the hill-winds com-  
ing.  
I take no heed of them all day long.  
Though I lie in their heart from dawn to  
glowing  
And hark the bees where the clovers  
throng;  
And, O wild bees, that you'd hush your  
humming;  
What comfort is there in comb or song?  
The hill-winds blow without care or cum-  
ber.  
And scents of bean-fields they bring to  
me,  
Where magic flowers without name or  
number  
Are sending dreams where sad sleepers  
be;  
But none so deep as the honeyed slum-  
ber  
Of Morlin drowned in the Ictian sea.  
—Nora Hooper in New York Tribune.

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